

INFORMATION REPORT

COUNTRY Poland

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SUBJECT H. Cegielski A. S., Posen, Manufacturer
of Locomotives and Railroad Cars

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1.

[] The camp complement of only German prisoners, among whom were some non-commissioned officers, totaled approximately 800 men. Primitive wooden barracks accommodated the prisoners. The camp is located near the southwest border of the city of Posen in the neighborhood of the freight station. The prisoners were required to walk about two kilometers along a narrow path to their work at the Cegielski - Lok- und Waggonbau.

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2.

At first medical care was entrusted to a German doctor under Polish supervision but by the summer of 1947 prisoners' needs were turned over to the Polish factory doctor, who then determined the work to be performed by each prisoner. No medicines were available until the establishment of a Red Cross dispensary in 1947. [] observed little sickness among the inmates. Washing and bathing facilities with warm showers were open daily.

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4. The locomotive and car plants are adjacent to each other in the southwestern part of the city near the large freight station. These installations are quite old but they suffered further deterioration from the war and Russian dismantling operations. Under the German occupation the car plant produced express train coaches and accumulators (Akkumulatoren), with special emphasis placed on the production of accumulators. Munitions are also said to have been produced during the war in a part of the works. At present they are completely converted to car and locomotive production.

5. The Cegielski enterprise, greatest undertaking of its kind in Poland, has expanded considerably since the war. A power plant has been reconstructed in the locomotive works and the car factory boasts the completion of a

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large assembly and finishing plant and a five-story administration building. The two works are each approximately 800 meters in length and 600 meters in width. As the attached chart indicates, the entire area is thickly built up. The company is under government control and direction.

6. Entering the locomotive works from the city side, the first structure encountered on the left is a spacious administration building of several stories. On the right there is a large workshop which houses the turner's shop (Dreherei), the milling shop (Fräseerei), and the stamping shop (Stanzerei). Proceeding onto the cross street which runs the entire length of the plant, a shop for special metal work stands on the left. This unit manufactures some of the constituent parts of the locomotive. Special machines purchased in Sweden were installed and first used in 1947/1948. Next to this shop but slightly recessed from the street is the kitchen and dining hall. Adjacent to the mess is a warehouse where the most valuable metals such as copper, brass, and certain alloys are stored and processed. The following building on the left side of the street is a repair shop which maintains the machine installations of the enterprise. Between this repair shop and the forge on the corner stands the main assembly plant of the entire organization (7a on Attachment I) where the locomotives are actually constructed. The forge on the corner is equipped for the heaviest work. Across the street is a new power plant. Beyond the second cross street on the left hand corner is the locomotive wheel foundry. To it has been added a wing which serves as an iron depot. Directly across the street from the foundry is an armature mill (Armaturewerk) and next to it there is a large coal dump. Opposite the coal dump is another administrative building. The last building on the right side of the Werkstrasse is a sheet metal depot; the last one on the left, a crew depot. A network of railroad sidings borders the rear of these buildings in the southeast corner of the compound.
7. The car factory, though somewhat smaller than the locomotive works, has an immense assembly hall, about 300 meters in length and 100 meters in width, equipped with the most modern crane installations, in which railroad coaches are manufactured from beginning to end. A large iron depot, several workshops for various kinds of handwork, a five-story administration building, and a large lumber reserve depot are located within the car factory compound. The new prisoner-built administration building is reported to be partially devoted to cultural affairs activities.
8. the combined locomotive and car factories can be spoken of as modern and efficient throughout. Although the Russians dismantled the most valuable installations constructed by the Germans during the occupation, they have been replaced by new German, Swedish, and Swiss machines. German machines make up about 80 percent of the total. The modern electric cranes installed by the Germans in all of the larger workshops remain intact.

Attachments: I, II (maps)

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